

The National *Falcon* News



Naomi and Brian Gomez
Exton, Pennsylvania

1960 "Great Race" Falcon

August 2006

Cover—Natalie and Brian Gomez

Natalie and Brian Gomez of Exton, PA are the owners of this 1960 Falcon that they ran in The Great Race in 2005. See more photos from The Great Race and read their story beginning on page 12.

Contents

Falcon Club Officers	2
Index of Advertisers	2
Regular Chapter Meetings	3
President's Message	3
California Year of Manufacture Plates by Paul Gluck	4
Classified Advertising	6
Advertising Guidelines	6
2006 Photo Contest Guidelines	9
The Great Race: Brian and Natalie Gomez	12
Tech Tip: Three Speed Top Loader	14
Feature Falcon: John & Chris Jankowski	16
Tech Tip: Replace Door Panels	19
Calendar of Events	19
Chapter Profile: Mid America Chapter	20
Random Falcon Sighting: Rick Kenney	21
Bubba's First Falcon	22
Carolinas 6th Regional Meet Registration	Jacket
Niagara Falls Regional Meet Registration	Jacket
FCA Membership Application	Jacket

Index of Advertisers

Auto Krafters, Broadway, VA	7
Classified Advertising	6
Dearborn Classics, Bend, OR	24
Dennis Carpenter Reproduction, Charlotte, NC	11
Falcon Enterprises, North Highlands, CA	17
James Dotling's Falcon Connection, Phoenix, AZ	Jacket
J. C. Taylor Antique Auto Insurance, PA	10
Legendary Ford Magazine	8
Mac's Antique Auto Parts, Lockport, NY	14
Melvins Classic Ford Parts, Conyers, GA	3
Obsolete Ford, Nashville, GA	23
Original Falcon Interiors, Seattle, WA	15

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net.

Falcon Club of America Officers

President

Steve Springer
6600 Rotan Drive
Austin TX 78749
512-301-4237

Vice President

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780
321-383-1955

Recording Secretary

Joe Tatti
2140 Falmouth Terr.
Burlington, Ont. Canada
L7P 1X9
905-335-2834

Treasurer

Pam Dinzebach
6575 Bradley
St. Louis, MO 63139

Club Store Managers

Mary Biehl & Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
228-466-4349

Newsletter Editor

Wendelyn Crosby
16318 Riggs Rd.
Stilwell KS 66085
wcrosby62@sbcglobal.net

Corresponding Secretary

Ruby Throgmorton
2108 Memorial Dr.
Jacksonville, AR 72076
501-982-9721
RubyRTFCA@aol.com

Internet Directors

Debbie and James Mason
7471 County Road 110
Georgetown, TX 78626
FCA@falconclub.com

Internet Assistant

Dave Wagner
2764 Castle Crest Drive
Castle Rock, CO 80104
303-663-3161

Chapter Coordinator

Mary Wagner
2764 Castle Crest Drive
Castle Rock, CO 80104
303-663-3161
chapter@falconclub.com

Head Tech Advisor

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028

Regional Directors

North Eastern

Chet Wisneski
56 McKendree Road
Shickshinny PA 18655
570-542-4059

South Eastern

Ken Earnhardt
1960 Old Farm Rd
Concord NC 28025
704-786-2722

North Central

Mark Dinzebach
6575 Bradley
St. Louis, MO 63139
314-781-9637

South Central

Mark Sword
521 Dogwood Meadows Ln.
Austin AR 72007
501-843-1441

South Western

Russell Welty
645 Langham Rd
Beaumont TX 77707
409-498-3596
russell.welty@englobal.com

Mountain

Ron Brown
4147 WCR 31
Ft. Lupton CO 80621
303-857-9360

Pacific

Ray Johnson
2407 Horseshoe Dr.
Santa Rosa CA 95409
707-546-8082
falconray@pacbell.net

Board of Directors

Kent Whisenand Jr.
3112 S. Independence Ct.,
Lakewood, Colorado 80227
303-362-1976
kwhisenand@msn.com (5)

Cliff McKay
3234 N. Mascot
Wichita KS 67204
316-838-7487 (4)

Frank Bell
720 San Antonio Tr.
Mansfield Texas 76063
817-480-2365
fandybell@hotmail.com (3)

Bob Passino
5188 E. Henrietta Rd.
Henrietta, NY 14467
585-334-6779 (2)

Ray Chevalier
73 Francis Rd.
Glocester, RI 02857
401-934-2105 (1)
raysfalcon@cox.net

Presidents Message

By the time you read this message you will have elected your new President. I am very confident you will provide the new President of the Falcon Club of America with the same support you have provided me. Your leadership relies on the backing they receive from you, the membership. They need your input on actions your club is taking. There's no doubt that we will experience a few growing pains, but I am confident the new leadership will do well by you.

It has been a real honor to have been your President, again, thanks for the support you have given me over the years. I would also like to send out a big "thank you" to all of the officers, both at the National and Local levels who have served during my term, it could not have done without them.

Carol has been a great strength to me in my years as a Falcon lover and as President, so to her, I say "Thank You!"

Remember, you are an important part of the greatest car club in the World, continue to enjoy the ride!

Happy Falconing,

Steve & Carol



1521 Dogwood Drive
Conyers, Georgia
Phone: 770-761-6800

Business Hours:
Tues.-Fri.: 8:30-5:30
Saturday: 8:30-4:00

Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.-monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at 4:30
PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.-monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.-7 PM
Fire Mountain Rest.,
Concord Mills Blvd
off I-85
(704) 735-5077

Central California
Falcons
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA, 3rd Thursday
at Applebee's in Clovis,
98 Shaw Ave. 7:00 PM
559-322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.-monthly
(636) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat.-Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.-bimonthly
(517) 849-7156

Hoosier Chapter
Indiana
1st Sun.-monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.-monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.-bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.-monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.-monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(763)-420-3050

River City Chapter
Sacramento, CA
2nd Tue.-monthly
(916) 725-4110

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sonoma County
Santa Rosa, CA
1st Thurs.-monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.-monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 920-0145

Virginia Falcons
Richmond, VA
2nd Sat. even months
(804) 226-4791

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487



California Year of Manufacture Plates

I have only shown my car three times, but every time I show it, I always get asked about my license plates. I have "yellow based" plates, also referred to as "56 plates." In 1956 the California DMV issued a new yellow based plate with the current year embossed in the upper right. The original plan

was to issue metal tabs for the following years. You will note that plates made in 1956 have slots for the future tabs.

However, in 1957 California switched to stickers for the registration year. Sometime in 1957 the "slots" disappeared. California continued to issue these plates till

1962. In 1963 Cal DMV did a recall of all yellow based plates, and issued the "new" black base plates. The yellow based plates could no

longer be used or registered. The yellow base plates quickly disappeared, and were soon forgotten. 1989 the DMV created a Year of Manufacturer Law (VC 5004.1.) allowing the auto enthusiast to add an "original element" to their ride. The law requires the car to have been manufactured from 1956-1962.

By adding the specific years registration sticker to your plate, it then makes the plate, that year. So if your car is a

1961, you have to have the 1961 registration sticker to match. The California Department of Motor Vehicles requires that the plates and sticker be in good to excellent condition. The number on the plate must not be

currently registered. The DMV also requires you to have both a front and rear plate. Unlike California Historic Vehicle Plates or Horseless Carriage Plates, Year of Manufacture (YOM) plates have no restrictions regarding mileage, insurance, or when they can be driven. You can also acquire yellow based commercial plates, and retain commercial plate privileges.

Yellow based plates are getting harder to find and more expensive to obtain. In 2002, I bought a pair of commercial 1956 plates (with the slots) for my father's 1956 F100 for \$175. When I purchased my commercial plates in 2004, I paid \$250 on eBay, against about 8 other bidders. I purchased passenger plates for my wife's car on eBay also in 2004; they only cost \$215 also against heavy bidding. Commercial plates are harder to obtain than passenger car plates. I have seen plates at swap meets, these can be much cheaper, but the condition must be excellent. When selling the plates most dealers will find out if the plates are "DMV CLEAR" meaning they can be registered. It doesn't hurt to verify this with the Sacramento DMV special plates Department (916-657-7606) I have seen plates that said "DMV clear" to find they were not clear! Another word of advice, don't get the plates until you are ready to register them. The DMV issued identical numbers for the black based plates, which are still in existence, so if you hesitate to register the plates, your plates could become not clear!

For you guys who are hardcore purists, who want to make sure the numbers/letters match the specific year they were issued, I obtained this list online. I can't verify its accuracy, but it appears to be close.



1956 No Sticker Plate starts with A-G
 1957 Black on Red sticker. Plate starts with D-O
 1958 White on Green sticker. Plate starts with M-R
 1959 Black on White sticker. Plate starts with R-T
 1960 Silver on Blue sticker. Plate starts with T-V
 1961 Silver on Red sticker. Plate starts with U-X
 1962 Green on White sticker. Plate starts with W-Z

Passenger plates were three letters, then three numbers (SAM 123) Commercial plates were one letter, then two numbers, then three numbers (S 12 345). The list overlaps but if you had a 1958 car you would be shooting for plates with starting with M to R. My car is a 1962, my plates start with S, and so they were probably on a much earlier car. My wife's plates start with V and her car is a 1960, so they are pretty good match. Again, this information is for the purists. The DMV does not require you to be this specific.

When dealing with the DMV, keep in mind that they are the DMV. Most DMV personnel are clueless when it comes to the YOM law, so don't let them send you home (the girl tried to send me home TWICE!) Eventually she went to the book, and an older more experienced DMV clerk to whom I had to explain the process.

First you will need to bring in the plates and the clerk will make a copy of them. You will need to bring in the pink slip, you may or may not get this back when you leave. I got mine back, but have heard of others who did not (so my plates don't match my pink, which I am researching). You will need to have the form (REG 352). You will also be asked to pay \$35.

Pay attention to the clerk! The clerk I had tried to peel my 1962 sticker off! I explained to her that she would owe me \$45 if she did. After about two months, I received my new stickers, and plates to mount the stickers to. I have noticed that there are various types of mounts and the DMV does not seem to have specific guidelines in regards to mounting the new stickers. I got two mounts, but noticed that both stickers will fit on one with careful placement, so I did that. I guess the easier the stickers are to read the less chances you have of getting pulled over.

People have asked me when the black based plates will be allowed into the YOM law. I am not sure if/when this will happen. By the time the DMV got around to issuing the blue based plates in 1970, there were so

many cars on the road that the DMV did not recall the black based plates. I'm sure even back then it would have been costly to issue every car in California a new plate! Since then they have issued four more types of plates (not including all the special interest plates) without ever recalling the previous plates. I feel the DMV will not add

these plates to the YOM law until such time that they stop registering them. Currently if you have any non-reflective plates (black base or blue base) and you let the registration lapse, the DMV will take them from you. I feel this is a safety issue



and not a preparation for YOM. So you square body guys will have to wait for now!

Thanks to: David Haber of www.calpl8s.com. Check out David's site for loads of California plate history. Thanks also to Dave Hindman of www.devesclp.com. Dave has plates and registration stickers available at reasonable prices.

—Paul Gluck is a member of the Golden Gate Chapter
 Reprinted from their newsletter, *The Bridge*

EDITOR'S NOTE: Other states registering under Year of Manufacture plates include: Connecticut, Massachusetts, Florida, Kansas, Idaho, Washington, Ohio, Washington D.C. and Ontario, Canada. Please check with your state and local Department of Motor Vehicles; regulations vary greatly as to what years are allowed and procedures. Be prepared for the DMV clerk to react as noted in the article. With my 1962 YOM plates in Kansas, a cop pulled me over once and say "You're a little behind on your registration, aren't you?" I had to produce my registration and he made several calls to the precinct to clear up the matter—and this was after they had been on my Falcon for about four years! Good luck.

Classified Advertising

Falcons For Sale

1962 Falcon 4 door sedan. 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop manual, many extra parts. I also have the title. Asking \$6000. Write for more information! Vernon LeDuc, Jr., P.O. Box 1454, Keystone Heights, FL 32656-1451.



1963 Ford Falcon Futura white convertible. Black interior, runs and looks great. \$9500. Frank, 973-835-0953 or racqfeh@yahoo.com. Ringwood, NJ.

1963 Ford Falcon 4 door station wagon. 170 cid 6 cylinder. 2 speed Fordomatic transmission. Original owner with title. \$3000. J.T. Poole 770-428-7156 or jtpoole@att.net. GA.



Customized 1963 Falcon 2 door hardtop. This car was featured in the January, 2005 National Falcon News. 289, 4 speed, bucket seats. I can send additional photo's. \$15,000 OBO. Tim Sutherland, 316-655-0697 or tsutherland@builders.kscoxmail.com. KS.



1963 Falcon Deluxe 4-door wagon. 200 cid "6" C-4 automatic, roof rack, padded dash (uncracked!) padded visors, two tone Ming green and white paint. Good driver with much recent mechanical work. Needs paint and bodywork. \$2000 OBO. For detailed info, contact Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

www.falconclub.com

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastrn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**



1963 Falcon convertible. Rebuilt 260 V8 and 2 speed Fordomatic transmission. New top and upholstery. Great condition! \$8000. Call Dick Hummel, 717-637-9836. Hanover, PA.



1964 Falcon Futura two door hardtop. No rust. 302 V8 out of a 1991 Mustang. Headers, Holley, MSG ignition and much more. Top loader four speed, also original 260 V-8 T-10

4 speed plus many more original items. \$11,000. Michael Collins, 411 S. Main, Richland Center, WI 53581. 608-647-2401 or michaelgarrett6@charter.net. WI.

1965 Falcon Sedan Delivery 78-B car, factory 289 4-speed now has a 302 cu. inch motor. Frame on restoration vehicle has 1965 factory bucket seats and console, Hurst shifter. To view the vehicle and all the details of what the vehicle has to offer log onto streetrodding.com. Punch in 1965 Ford, California and the Sedan should pop up. This car has been a class winner at all shows that it's been entered in. \$22,500. Contact Bobby Tanner, Home, 909-887-6772 or Cell, 909-771-9155 or btanner@sbcsl.org; you won't be disappointed.

1965 Falcon Deluxe Ranchero. Red and white. Restored to original. New interior with bucket seats. New tires and brakes. Original add on Ford air conditioning. Drive anywhere. Over \$20,000.00 invested. \$14,900.00. Call John Prosje, 954-467-8371 or send email to marleneprosje@worldnet.att.net. FL..

FALCONS FOR SALE

1964 Futura H/T 6 Auto \$800
 1965 Futura H/T 8 New Interior, needs 6 cyl. motor, body work, paint \$1,500
 1965 Futura H/T body only \$800
 1965 Futura H/T bare body; solid, straight, Pinto front end and shock towers removed \$800
 1964 Futura H/T body very straight, no rust all inside areas, outside primed and ready to paint \$2500
 1968 2 Door Coupe, no motor or transmission \$700
 Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357-2019.

Parts Wanted

Help! because of a recent close encounter with a large tree, I am in desperate need of a left front fender, grille and bumper as well as assorted small peices for my once beautiful 1965 Futura. Send an email to Jim at jimvangelio@hotmail.com. Ovid, NY.

10→

TUBES n' hoses[®]
INTERNATIONAL

HOSE CRIMPING METAL FORMING TUBE BENDING

Hydraulic Brake End Extreme Close End Bending

Teflon P/S Crimping Standard Close End Bending

Steel Wire Crimping Long Radius Tube Bending

Push-Pull Control Cable Complex Tube Bending

Brake Tube Bending Large Tube Bending

We are now a Tubes n' Hoses[®] service center!

This state-of-the-art equipment will allow us to offer custom made hoses for:

- power steering
 - brakes
 - air conditioning
 - oil coolers
 - throttle cables
- and many other items that have become difficult to obtain for your Classic Ford.

Contact us today at 800-228-7346 and ask for Jeff Holsinger at ext. 113, or email him at hoses@autokrafters.com

We expect to offer a full line of DOT approved stainless steel braided brake hoses for Classic Fords in the near future.

We will offer FREE hoses to those who furnish selected original hoses for patterns.
 Call today for details.

Toll Free Order Line: 1-800-228-7346
 PO Box 1100 FN • New Market • VA 22844
www.autokrafters.com

AUTO KRAFTERS[®]

© Copyright 2006. Auto Krafters, Inc. All rights reserved.

Legendary FORD

MAGAZINE

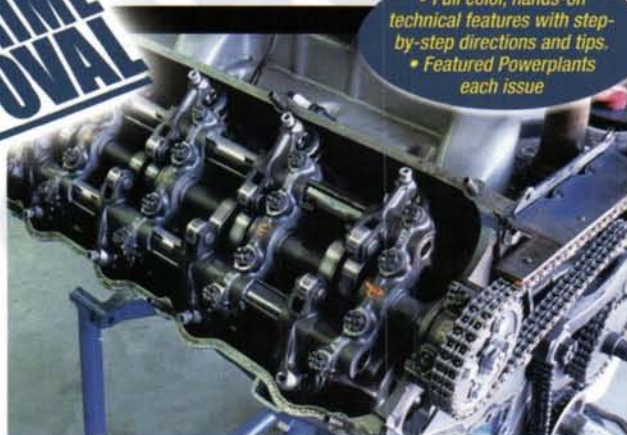
Everything a classic Ford and Mercury magazine should be, and more. **Way more!**

**100% PRIME
BLUE OVAL**

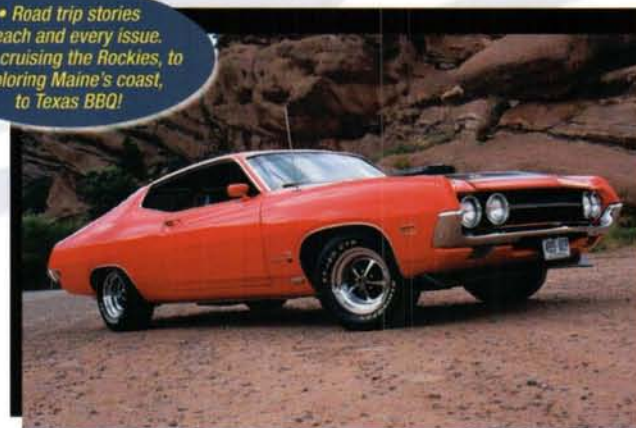
• Feature cars: '50s, '60s & '70s Fords, Lincolns & Mercurys • Historic drag car profiles • 3 page pull-out posters each issue!



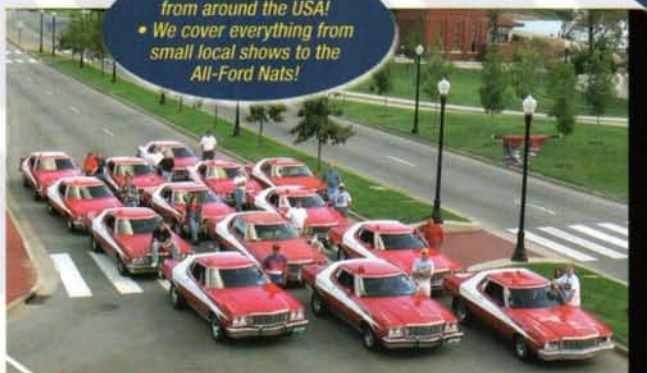
• Full color, hands-on technical features with step-by-step directions and tips.
• Featured Powerplants each issue



• Road trip stories in each and every issue. From cruising the Rockies, to exploring Maine's coast, to Texas BBQ!



• Event coverage from around the USA!
• We cover everything from small local shows to the All-Ford Nats!



Premium quality, subscription only! Here's how to order: **Call us, toll free: 1-888-857-7772 or Order online: www.LegendaryFordMagazine.com or complete and mail form.**

Legendary Ford Magazine is full color, 106 pages, printed on premium, heavyweight paper stock. Covers are UV coated. Every issue includes free 3 page pull-out poster. Magazines are shipped in protective envelopes.

YES! Please start my subscription to Legendary Ford Magazine! 6 BIG issues per year.

☐ I have enclosed a check or money order for \$28.95(US). California residents please add sales tax. ☐ Visa ☐ Mastercard

Card Number _____ Exp _____

Name _____

Address _____ City _____ State _____ Zip _____

May we contact you by email? ☐ Yes ☐ No Email address _____

Phone number _____

Canada: 4 issues: \$38.95 (US) Intel: 4 issues: \$48.95 (US)

MAIL TO: Legendary Ford Magazine, P.O. Box 4125, Dana Point, CA 92629-9125 Allow 6-8 weeks for delivery of first issue.

National Falcon Photo Contest: Call for Entries

The Falcon National News is calling for entries in the 2006 National Falcon Photo Contest.

ENTRIES

Conventional prints and digital photos will both be considered (no slides, please). Digital photos **MUST** be sent on CD. **No email attachments will be considered.** All digital photos must be high resolution JPEGs, 300 dpi at 4x5 inches or larger. Please send along a color copy of the digital file so we can see what it should look like. Do not add borders, text or do any image editing. Please put your name and address on the back of all prints (address labels work great for this purpose) as the entries will be mixed up during judging. Please be sure to indicate the year and model of your Falcon and identify any people in the photo.

Write at least a few paragraphs about yourself and the car; entries including stories will receive preference during judging. Longer stories with several photos or photos including people will also receive preference during judging. Send all photos to the Editor at the address on page 2. Mark envelope "FCA Photo Contest." Include a self addressed stamped envelope with sufficient postage if you want your photos returned.

PHOTO TIPS

Photos should be well exposed without areas of heavy shadow or distracting backgrounds. Overcast days are perfect for even lighting. When composing your photos, remember that the cover is vertical, while cars are basically horizontal. Be sure to include the entire car in the photo, with some "breathing room" on all sides. Turn off the date feature on your camera.

DEADLINE

All entries must be received by December 31, 2006. The First Place Winner will appear on the front cover of the June issue in 2007. Photos not used on the covers will be used elsewhere in the magazine.

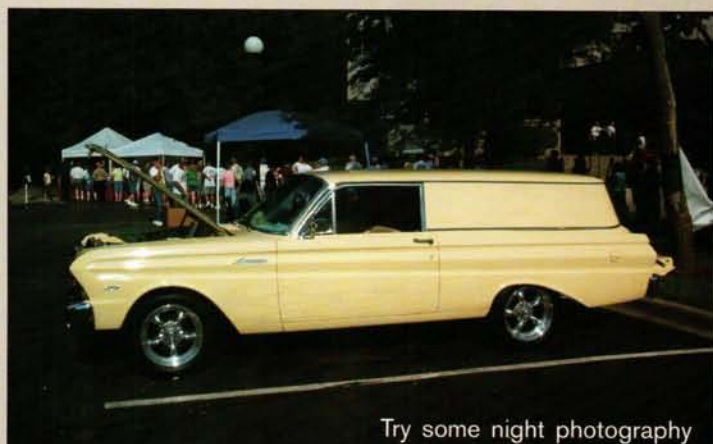
Start NOW and scout out a picturesque and unique location for your Falcon—make a memorable photograph for the front or back cover of *The Falcon National News*.



Scout out a unique location



Experiment with different angles



Try some night photography

Classified Advertising (con't)

Wanted: seat belts for a 1966 Falcon, the type that go over your lap and chest. I'm in England if you don't mind sending them. Cheers! Brian.Nightingale@britishlibrary.net

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Windlace for 1962 2-DR sedan. It is brown in colour and has a vinyl or nylon weave through it. I am not looking for the cloth reproduction. I will consider other colours as long as it is similar to the original. I need 16 feet. Please phone Joe at 905-335-2834. Ontario Canada.

Rear axle complete, 6-3/4 inch diameter, and axle code 2, 3.89:1 ratio. Was used on 1960 Falcon Wagons, Rancheros or Taxis and 1961 Comet Wagons or Taxis with 144 c.i. engines. Phone Joe at 905-335-2834. Ontario Canada

Parts For Sale

1968 302 equipped with a Holley 0-80457 600cfm 4V carb. and Edelbrock Performer intake \$500. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com. MO.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Call or email me with your needs. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO. 2019.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135.00. Specify engine size and year. Bands \$45.00 each exchange, adjustable modulator \$15.00. Bushings, washers, pumps

and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 evenings. www.autotran.us

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

Large 25 year collection of good used parts for 1960 thru 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts too numerous to mention. Also some parts for Comets and Fairlanes. Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357.

JOE B. FALCONS. GIVE US A CALL, WE'VE GOT IT ALL! Call 303-279-4202 or email Tom at tbotk@qwest.net or Joe, jobon10@hotmail.com. www.joebfalcons.com. Golden, CO.

*Drive
Through Time*



*With Peace
of Mind*

Insure with
J.C. Taylor
Antique Automobile Insurance Agency
1-888-ANTIQUE (1-888-268-4783)
www.jctaylor.com

Information Wanted

I am writing a book on the "Ford Custom Car Caravan" and the "Lincoln Mercury Caravan of Stars." I am asking for help in obtaining high-quality images of a Falcon Cayuse for my book on the Ford Custom Car Caravan and the Lincoln-Mercury Caravan of Stars. I own a new, still-small publishing house, www.Championship-Publishing.com. We produce specialized auto books. Credit would be given to the owner or anyone able to supply some good, high-resolution photographs. I would be very grateful for any help anyone might be able to offer—I am passionate about chronicling that wonderful era in Ford Motor Company history. Contact Mark Gustavson, 801-523-3683 or msgsl@xmission.com.

Wanted: Collectible Automobile back issues from 1984 through 1997. Decent, not cut-up magazines preferred. Pristine examples not necessary. Please e-mail me at mparker@severstalna.com, or write me at my home address: Mark Parker, 16500

Quarry, Apt 407, Southgate, Michigan 48195

Miscellaneous For Sale

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129 www.jessersclassickeys.com

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721 3077 or Alex@books4cars.com.

Ford Falcon 144/170/200 & 250 Six Cylinder Performance Handbook." 90 pages of facts, history, parts interchangeability, tips, swaps,

& pictures. If six cylinder performance is for you, this manual will help. To order, send your mailing address and money order, for \$15.95 to; Falcon Performance Handbook, c/o Dave Schjeldahl, FCA# 09366, 582 Safstrom PL, Idaho Falls, ID 83401-4108. For orders in the USA, shipping is included. Check on postage for orders outside of the USA. Check our website—<http://falconperformance.sundog.net/>. Be sure to try out the Compression Ratio calculator and Horsepower Estimator.

Don't see your ad?

All classified ads must be renewed monthly to run in the next issue. No exceptions. Please let us know if your ad is a new ad or a repeat ad.



www.dennis-carpenter.com

windshield seals

door & trunk weather stripping

vent window rubber

molded rubber parts

window channels

light lenses

mirrors

emblems

door handles

interior parts



Restoration parts for your Ford



Making Ford Reproduction Parts For 35 Years

Call for your FREE Ford parts catalog
1-800-476-9653



4140 Concord Parkway So., Concord, NC 28027 Parts Assistance: 704-786-8139 Email: info@dennis-carpenter.com

The Great Race

Talk about an adventure! Natalie and Brian Gomez of Exton, Pennsylvania hold the distinction of being not only the first Falcon in The Great Race, but the first mother and son team! Although they had never participated in a road race before, their love of cars and a challenge led them to participate in the 2005 Great Race, the country's longest road rally for vintage cars. The Great Race is host to about 100 driver/navigator teams each year. Armed with only a stopwatch, a speedometer and a clock, the teams cross America in the time-speed-distance race.

After thorough research, they bought their 1960 Falcon in Detroit and competed in local rallies before heading to the U.S. Capitol Building in Washington D.C. to begin the tricky and trying fourteen day course to Tacoma, Washington. Along with 95 other teams, they arrived in different towns each day for lunch, rest stops and an overnight stay.

The 4200 mile course required them to follow a specific set of instructions each day on back roads in all kinds of weather. Every speed change, stop, start and turn is detailed in the instructions, with exact speeds and "perfect" driving times allotted for each maneuver. The teams' objective is to match the perfect times. Progress and accuracy is recorded at checkpoints along the way, determining the daily score.

To increase the challenge, no electronic devices of any kind; cell phones, calculators, GPS, etc. are allowed and odometers are removed or sealed.

Brian was the navigator, responsible for the calculations, tracking their team status and estimating the amount of lost time that needed to be made up, and Natalie was the driver. Brian said the most important thing he learned was "to follow the 'Three S rule': start on time, stay on course and stay on time." The importance of following the instructions as closely as possible was heavily emphasized, although unanticipated factors such as weather, bicyclists or other motorists sometimes caused changes in course or timing. Some of the most difficult days were when these factors prevented the Gomez team from keeping the speeds they needed. There were some days when some teams were unable to finish, but the Gomez Falcon team completed the course on each of the fourteen days.

Along with the challenge of the race, the rewarding welcome they received in the towns was inspiring. "Every town we drove to was filled with people eager to show off their community spirit and pride," Natalie said. "Many towns



Communities opened their churches and their hearts to the Great Race participants



Crowds gathered to see the race participants drive through.

Natalie and Brian Gomez

First Falcon, First Mother/Son Team

opened up their churches and there was so much food everywhere we went!" The townspeople helped racers by providing parts or assistance when their cars broke down, showing their generosity and support. Brian added, "Meeting these people renews your faith in humanity—it makes you feel good to be an American."

After fourteen stops, Team Gomez Racing Falcon finished the race in 38th place overall and second in the rookie class, exceeding their expectations. They also received an "Ace" sticker four times for completing a leg of the course in "perfect" time.

Natalie said "To finish is to win. For Brian and me, this was a wonderful bonding experience."

Brian adds, "The Great Race is a huge commitment, but it is important to know that anyone can compete." Ages ranged from teens to those in their 80's. As the first mother/son team, they have proven it can be done!

Natalie is satisfied with her Great Race experience, but Brian would like to enter—and win the whole thing—in the future. "The competition is amazing, he says, "and I'm looking forward to it."

As for the Falcon, Brian says "I still compete with it in regional and local rallies and may even run it again in the Great Race. It was the perfect car for the race. Small enough, but not British roadster small. Super reliable, just powerful enough to be competitive in the mountains and easy to get parts for. We knew it would be a good car for the race, and it did not let us down."



Brian and Natalie Gomez—First Falcon and first mother-son team in The Great Race.



Brian still drives the Falcon in local rallies and may drive it in the Great Race again.

Everything You Need to Know About Vintage Ford Three Speed Gear Boxes

by Jim Smart, Mustang and Ford Archives

Vintage Ford manual transmission applications are vast: close ratio, wide ratio, long shaft, short shaft, synchronized, unsynchronized, four-speed, three-speed, three-speed with Overdrive.

This handy tranny guide is dedicated to the most common Ford manual boxes, with identification charts for the heavy-duty versions. This month features the three-speeds.

The humble three-speed manual transmission was standard fare in most Fords and Mercs in the 1960's. Three basic types were utilized: the 2.77 unit with an unsynchronized first gear, the fully synchronized 3.03, and the side-loading Warner. Both the 3.03 and Warner were also produced with optional Overdrive as well. The Ford top Loader 3.03 with Overdrive was common behind six-cylinder and small-block V-8 engines. The side-loading Warner was more of a big-block transmission.

The Ford 2.77 is a wimpy little three-speed, used from 1960 to 1967, designed specifically for the 144, 170, and

200 ci sixes. The 2.77 designation is the actual distance between the centerlines of the countershaft and input shaft. This transmission is easily identified by its small size and four-bolt top cover. You can even identify it at a swap meet just listening to its unsynchronized first gear and the clash of moving cogs.

Unless you're married to originality, the 2.77 transmission is not a suggested transmission because it's not fully synchronized and isn't as durable as the Top Loader 3.03 three-speed that replaces it. Stepping up to a 3.03 fully synchronized three-speed is suggested, which involves a complete swap from bellhousing to driveshaft.

Ford began designing and building its own transmissions beginning with the 1963 model year, resulting in the top Loader three and four-speeds. Like the 2.77 three-speed, the 3.03 top loader got its designation from the centerline distance between the main and cluster shafts. A fiercely durable transmission, the 3.03 is a fully synchronized three-speed with a cast-iron case. If you cannot afford a top

PARTS FOR FALCON/COMET

Listing Parts and Accessories For Your Ford or Mercury

**Mention code FNH30 for
1960-70 Falcon/Comet Catalog**

*Dealer
Inquiries
Invited*

Call TOLL FREE - 7 days/24 hours

877-230-9670

Outside the US: **(716) 433-1500**

*(Outside the US, \$5.00 each to cover postage)



Parts for Falcon/Comet
"Serving The Ford Restorer Since 1978"

1051 Lincoln Ave. • Lockport, NY 14094

Fax: (716) 433-1172



**GET A
CATALOG
FREE***



Visit online: www.macsautoparts.com

loader four-speed, the 3.03 three-speed with the low first gear (2.99:1) offers a terrific hole shot and can improve your quarter-mile times.

When searching for a 3.03, you'll want to be mindful of transmission application. If you've found a 3.03 for a Falcon or Comet, overall length is the same as a Mustang's 3.03. All you need to be concerned with is the Mustang's floor-shifter mounting location and input shaft size, which changes only when dealing with big block versus small block. Small block and six cylinder 3.03 transmissions have the same input shaft size. Big block input shafts are considerably larger.

The 3.03 transmission was produced in two bellhousing bolt patterns, much like the small-block V-8s of the era. A five-bolt bellhousing means the transmission should have the narrow bolt pattern. This is common from 1964 and earlier. Beginning with the 1965 model year, small-block V-8s had a six-bolt bell housing with a wide transmission bolt pattern. The six-bolt/wide-pattern bell housing distributed vibration better, which led to improved harmonics for a quieter, smoother ride.

Aside from the mainstream three-speed transmissions we've just covered, there was also a Borg-Warner-design "2 5/16" sideloading three speed transmission common to full sized Fords and Mercurys with 223 ci sixes and 292/352/ 390 ci V-8s from 1960-1962. Ultimately, this transmission was replaced by the 3.03 in 1963.

During the early 1960s, Ford also fitted its rides with three-speed/Overdrive manual transmissions. As a rule, six-cylinder and small-block models were equipped with the 3.03 with Overdrive. Big-block versions were generally Borg-Warner units with Overdrive. In both cases, Overdrive units were electrically engaged. Be advised there were variations including big blocks with 3.03/Overdrive transmissions, especially from 1964 up.

3.03 Three-Speed Top Loader Identification

YEAR/VEHICLE	ENGINE	I.D. NUMBER	PART NUMBER (7003)	SERVICE/REPLACEMENT & NOTES
'63 Full-Size	223ci Six	HEE-A	C3AZ-A	C4AZ-G
'63 Full-Size Police/Taxi	223ci Six	HEF-A	C3AZ-B	
'63 Full-Size	260/289ci V-8	HEF-B	C3AZ-C	
'63 Full-Size	260ci V-8	HEF-C	C3AZ-D	C4DZ-B
'63 Full-Size	352/390ci V-8	HEG-A	C3AZ-K	
'63 Full-Size	427ci V-8	HEG-C	C3AZ-J	
'63 Falcon/Comet	260ci V-8	HEF-N	C3DZ-B	C4DZ-C
'63 Fairlane	170ci Six	HED-AT	C3DZ-G	
'63 Fairlane	221ci V-8	HEE-B	C3DZ-A	
'63 Fairlane Police/Taxi	221/260ci V-8	HEF-E	C3DZ-C	C4DZ-C
'63 Fairlane	260ci V-8	HEF-D	C3DZ-B	
'63 Fairlane	289ci V-8	HEG-B	C3DZ-F	
'64 Full-Size	223ci Six	HEE-D	C4AZ-A	C5AZ-C
'64 Full-Size Taxi	223ci Six	HEF-AK	C4AZ-G	
'64 Full-Size	289ci V-8	HEF-AL	C4AZ-R	
'64 Full-Size	289ci V-8	HEF-AM	C4AZ-J	C6AZ-A
'64 Full-Size	352ci V-8	HEG-E	C4AZ-K	
'64 Full-Size	390ci V-8	HEG-E	C4AR-L	
'64 Full-Size	390ci V-8	HEK-D	C4AR-T	C6DZ-E
'64 Falcon/Comet	260ci V-8	HEF-AN	C4DZ-B	
'64 Falcon/Comet	260ci V-8	HEF-BC	C4DZ-E	
'64 Fairlane	170, 260, 289	HEF-AP	C4DZ-C	C5AZ-C
'65 Full-Size	240ci Six	HEE-E	C5AZ-A	
'65 Full-Size	240, 289	HEF-BF	C5AR-B	
'65 Full-Size	240, 289	HEF-BG	C5AR-C	C6AZ-A
'65 Full-Size	352/390ci V-8	HEG-K	C5AZ-D	
'65 Full-Size	390ci V-8	HEG-L	C5AR-E	
'65 Full-Size	390ci V-8	HEG-V	C6AZ-A	C5DZ-F
'65 Falcon/Comet	289ci V-8	HEF-BT	C5DZ-A	
'65 Falcon/Comet	289ci V-8	HEF-CR	C5DZ-F	
'65 Falcon/Comet	289ci V-8	HEF-CU	C5DZ-H	C5DZ-P
'65 Mustang	260ci V-8	HEF-BB	C5DZ-B	
'65 Mustang	289ci V-8	HEF-BK	C5DZ-J	
'65 Mustang	289ci V-8	HEF-CS	C5DZ-P	C5AZ-C
'65 Mustang	289ci V-8	HEF-CV	C5DZ-S	
'66 Full-Size	240, 289	HEF-BG	C5AZ-C	
'66 Full-Size	390ci V-8	HEG-V	C6AZ-A	C5DZ-G
'66 Falcon	289ci V-8	HEF-CT	C5DZ-G	
'66 Falcon	289ci V-8	HEF-CX	C5DZ-G	C5DZ-H
'66 Fairlane/Comet	200, 289	HEF-CT	C5DZ-G	
'66 Fairlane/Comet	200, 289	HEF-CX	C5DZ-H	C60R-A
'66 Fairlane/Comet	390ci V-8	HEG-W	C60R-A	
'66 Fairlane/Comet	390ci V-8	HEG-X	C60Z-B	C5DZ-V
'66 Mustang	289ci V-8	HEF-CV	C5DZ-B	
'66 Mustang	289ci V-8	HEF-CW	C5DZ-V	
'67 Full-Size	240, 289	RAN-A, A1	C5AZ-C	C6AZ-A
'67 Full-Size	390ci V-8	RAT-A, A1	C6AZ-A	
'67 Falcon	170ci Six	RAN-Y	C7DZ-A	
'67 Fairlane/Comet	200ci Six	RAN-T, T1	C7DZ-B	C5DZ-J
'67 Fairlane/Comet	200, 289	RAN-C, C1	C5DZ-J	
'67 Fairlane/Comet	390ci V-8	RAT-B, B1	C60R-A	
'67 Fairlane/Comet	390ci V-8	RAT-C, C1	C60Z-B	C7DZ-A
'67 Mustang	200ci Six	RAN-S, S1	C7DZ-A	
'67 Mustang/Cougar	289ci V-8	RAN-D, D1	C5DZ-V	
'67 Mustang/Cougar	390ci V-8	RAT-N, N1	C7DZ-A	C60Z-B, C5DZ-285-D, C5DZ-7290-D
'68 Full-Size	240ci Six	RAN-A1	C8AR-L	
'68 Full-Size	302ci V-8	RAT-S	C5AZ-L	C5DZ-K
'68 Full-Size	390ci V-8	RAT-A1	C6AZ-C	
'68 Falcon	170ci Six	RAN-Y	C7DZ-B	C5DZ-K
'68 Falcon	200ci Six	RAN-T1	C7DZ-B	
'68 Falcon	289ci V-8	RAN-C1	C80R-C	
'68 Falcon	302ci V-8	RAN-T	C5DZ-K	C60Z-J
'68 Fairlane/Torino/Comet/Cyclone	200ci Six	RAN-T1	C7DZ-D	
'68 Fairlane/Torino/Comet/Cyclone	302ci V-8	RAT-T	C5DZ-K	
'68 Fairlane/Torino/Comet/Cyclone	390ci V-8	RAT-C1	C60Z-J	C60Z-J
'68 Fairlane/Torino/Comet/Cyclone	390ci V-8	RAT-B1	C80R-G	
'68 Mustang	200ci Six	RAN-S1	C7DZ-D	C5DZ-Z
'68 Mustang	289ci V-8	RAN-D1	C8DZ-C	
'68 Mustang/Cougar	302ci V-8	RAT-U	C5DZ-Z	
'68 Mustang/Cougar	390ci V-8	RAT-N1	C8DZ-F	C60Z-J

FALCON COMET RANCHERO



ORIGINAL FALCON INTERIORS 60's THROUGH 70's

World's largest supplier of NOS and OEM upholstery sets and restoration parts.

6343 Seaview Ave. NW • Seattle, WA 98107-5046



TOLL FREE — 1-888-609-2363



206-781-5230 Fax 206-781-5046



<http://home.earthlink.net/~falconcomet1963/>



Continued on page 18→

Feature Falcon

John & Chris Jankowski

John Jankowski of Cornville, Arizona has "mildly customized" his 1964 Falcon Futura convertible. He removed most of the stainless/chrome trim and emblems before repainting in GM Cameo Ivory, which he describes as a "creamy variation of Ford Springtime Yellow." He designed and fabricated the grille himself.

The interior is a combination of recovered rear seat in black vinyl with reproduction door panels, new hardware and new analog Teleflex gauges in a Mustang-like cluster. The front seats are Procar buckets in a matching vinyl pattern. The steering wheel is a custom Grant unit.

Mechanically, the drivetrain has been updated to a 5.0L (302 cui) V8 with a Tremec 5 speed manual transmission driving an aluminum driveshaft and Ford 9" Tractionloc rear end. He also added Granada front disc brakes.

All of the work, except the paint, was done in John's garage in New Jersey over four years. His wife, Chris, helped out with the interior, along with holding miscellaneous parts while he bolted them into place. John writes, "She insisted that I rewire the car when I couldn't trace a short in the instrument cluster. She participated in and supervised the rewiring of the car using a Ron Francis kit."

The photos are from near Sedona, Arizona just about 15 miles from the Jankowski's new home in Cornville. The area is famous for its red rock formations. "Now we are able to cruise with the top down most of the year in some of the most dramatic natural landscapes in the Southwest."

"Keep up the good work with the newsletter, I really enjoy seeing the variety of Falcons and reading other members' stories."

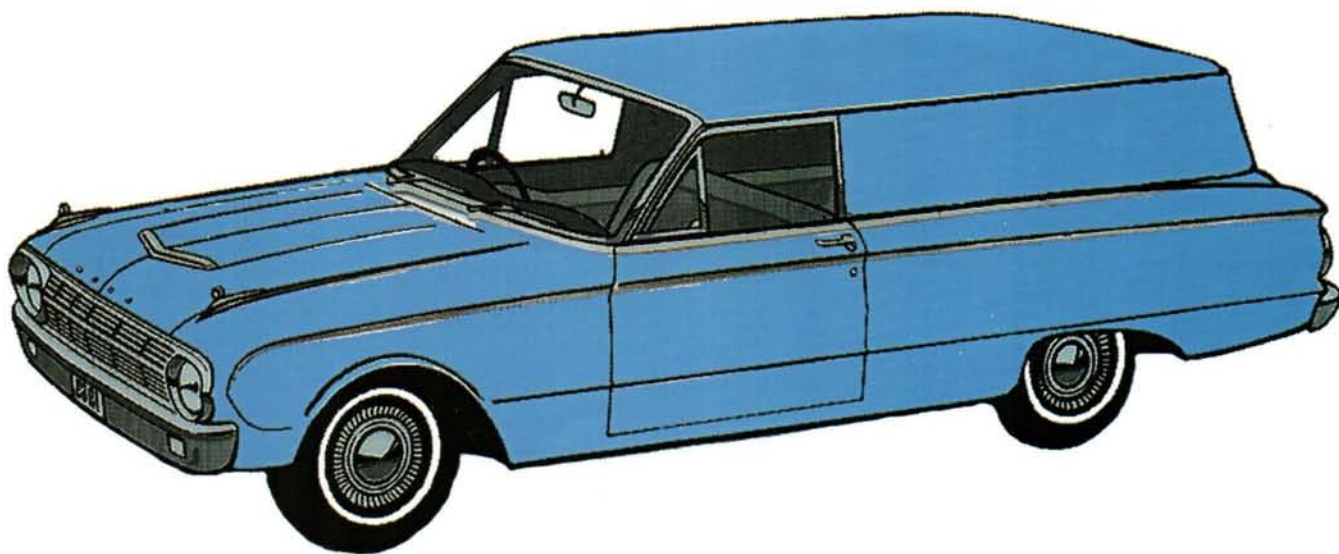




The World's Premier Shopping Experience for Ford Falcon Parts

Still Owned & Operated by Ron & Rosie Wilson
Falcon Club of America Members #58

Same Day Shipping Most Orders



Tours Available

Falcon Enterprises - World Headquarters
3429 E. St. Suite #19
North Highlands, Ca. 95660
(916) 339-2818 Phone
(916) 339-1516 Fax

3.03 Three-Speed Top Loader Identification (con't)

YEAR/VEHICLE	ENGINE	I.D. NUMBER	PART NUMBER (7003)	SERVICE/REPLACEMENT & NOTES
'69 Full-Size	240ci Six	RAN-A2	C9AR-C	
'69 Full-Size	302ci V-8	RAT-S1	C5AZ-M	
'69 Full-Size	390ci V-8	RAT-A2	C6AZ-D	
'69 Falcon	170ci Six	RAN-AN	C9DZ-A	
'69 Falcon	200ci Six	RAN-AL	C9DZ-G	
'69 Falcon	302ci V-8	RAT-T	C5DZ-K	
'69 Fairlane/Torino/Comet/Cyclone	250ci Six	RAN-AL	C9DZ-G	
'69 Fairlane/Torino/Comet/Cyclone	351ci V-8	RAT-AJ	C9DZ-C	2.42:1 First Gear
'69 Fairlane/Torino/Comet/Cyclone	351ci V-8	RAT-AS	C9DZ-C	2.99:1 First Gear
'69 Fairlane/Torino/Comet/Cyclone	390ci V-8	RAT-B2	C9DZ-A	Column Shift
'69 Fairlane/Torino/Comet/Cyclone	390ci V-8	RAT-C2	C6DZ-K	Floor/Console Shift
'69 Mustang	200, 250	RAN-AM	C9DZ-C	
'69 Mustang/Cougar	302ci V-8	RAT-U1	C5ZZ-AA	
'69 Mustang/Cougar	351ci V-8	RAT-AM	C9DZ-B	
'70 Full-Size	240ci Six	RAN-AU	D0AZ-A	D1AZ-B
'70 Full-Size	302ci V-8	RAT-AW, AW1	D0AZ-D	D1AZ-B
'70 Full-Size	351ci V-8	RAT-BL, BL1	D0AZ-C	
'70 Full-Size	390ci V-8	RAT-AX, AX1	D0AZ-B	
'70 Falcon	200ci Six	RAN-BC	C9DZ-C	
'70 Falcon	302ci Six	RAT-BK, BK1	C9DZ-B	
'70 Maverick	170ci Six	RAN-AR	D0DZ-A	
'70 Maverick	170ci Six	RAN-BA, BA1, BA2	D0DZ-D	
'70 Maverick	200ci Six	RAN-AT, AX	D0DZ-B	
'70 Intermediates	250ci Six	RAN-BB, BB1	D0DZ-E	D2DZ-B
'70 Intermediates	302ci V-8	RAN-AW, AW	D0DZ-C	D2DZ-F
'70 Intermediates	351ci V-8	RAT-AY, AY1	D0DZ-B	
'70 Intermediates	351ci V-8	RAT-AZ, AZ1	D0DZ-A	
'70 Intermediates	250, 302, 351	RAT-BF, BF1	D0DZ-H	
'70 Mustang	200, 250	RAN-AV, AV1	D0DZ-A	
'70 Mustang/Cougar	302ci V-8	RAT-BA, BA1	D0DZ-B	
'70 Mustang/Cougar	351ci V-8	RAT-BB, BB1, BB2	D0DZ-C	
'71 Full-Size	240ci Six	RAN-AU1	D0AZ-D	D1AZ-B
'71 Full-Size	302ci V-8	RAT-AW1	D0AZ-D	Before 10/1/70 D1AZ-B
'71 Full-Size	240, 302	RAN-AU1	D1AZ-B	Before 10/1/70
'71 Full-Size	351ci V-8	RAT-BU, BU1	D1AZ-A	After 10/1/70
'71 Full-Size	351ci V-8	RAT-CB	D2AZ-A	Before 7/1/71
'71 Maverick	170ci Six	RAN BA1, BA	D0DZ-D	After 7/1/71
'71 Maverick	170ci Six	RAN-BX	D2DZ-A	Console Shift
'71 Maverick/Comet	200ci Six	RAN-BB1	D0DZ-E	Console Shift
'71 Maverick/Comet	200ci Six	RAN-BY	D2DZ-B	D2DZ-B
'71 Maverick/Comet	200ci Six	RAN-AV1	D0DZ-A	Console Shift
'71 Maverick/Comet	200ci Six	RAN-BW	D2DZ-A	Console Shift
'71 Maverick/Comet	302ci V-8	RAN-BL	D1DZ-A	Console Shift
'71 Maverick/Comet	302ci V-8	RAN-BZ	D2DZ-C	Console Shift
'71 Maverick/Comet	302ci V-8	RAN-BM	D1DZ-A	Console Shift
'71 Maverick/Comet	302ci V-8	RAN-CA	D2DZ-B	Console Shift
'71 Intermediates	250ci Six	RAN-AW1	D0DZ-C	D2DZ-F
'71 Intermediates	250, 302	RAT-BF1	D0DZ-H	
'71 Intermediates	302ci V-8	RAN-BN	D1DZ-A	
'71 Mustang	250ci Six	RAN-AV1	D0DZ-A	
'71 Mustang	250ci Six	RAN-BW	D2DZ-A	
'71 Mustang/Cougar	302ci V-8	RAN-BA1	D0DZ-B	
'71 Mustang/Cougar	302ci V-8	RAN-CA	D2DZ-B	
'71 Mustang/Cougar	302ci V-8	RAN-BM	D1DZ-A	
'72 Maverick	170ci Six	RAN-BX	D2DZ-A	Before 12/1/71
'72 Maverick	170ci Six	RAN-BX1	D2DZ-D	After 12/1/71
'72 Maverick/Comet	200ci Six	RAN-BW	D2DZ-A	Before 12/1/71
'72 Maverick/Comet	200ci Six	RAN-BW1	D2DZ-A	Console Shift
'72 Maverick/Comet	200ci Six	RAN-BY	D2DZ-B	After 12/1/71

3.03 Three-Speed Top Loader Identification (con't)

YEAR/VEHICLE	ENGINE	I.D. NUMBER	PART NUMBER (7003)	SERVICE/REPLACEMENT & NOTES
'72 Maverick/Comet	200ci Six	RAN-BY1	D2DZ-E	After 12/1/71
'72 Maverick/Comet	302ci V-8	RAN-BZ	D2DZ-C	Column Shift
Column Shift				Before 12/1/71
'72 Maverick/Comet	302ci V-8	RAN-BZ1	D2DZ-F	Column Shift
'72 Maverick/Comet	302ci V-8	RAN-CA	D2DZ-B	Before 12/1/71
'72 Maverick/Comet	302ci V-8	RAN-CA1	D2DZ-F	Console Shift
'72 Intermediates	250ci Six	RAN-BU	D2DZ-B	After 12/1/71
'72 Intermediates	250ci Six	RAN-BU1	D2DZ-F	After 12/1/71
'72 Intermediates	302ci V-8	RAN-BT	D2DZ-A	Before 12/1/71
'72 Intermediates	302ci V-8	RAN-BT1	D2DZ-E	D4DZ-A
'72 Mustang	250ci Six	RAN-BW	D2DZ-A	After 12/1/71
'72 Mustang	250ci Six	RAN-BW1	D2DZ-E	Before 12/1/71
'72 Mustang/Cougar	302ci V-8	RAN-CA	D2DZ-B	After 12/1/71
'72 Mustang/Cougar	302ci V-8	RAN-CA1	D2DZ-F	After 12/1/71
'72 Mustang/Cougar	351ci V-8	RAT-BZ	D2DZ-C	Before 12/1/71
'72 Mustang/Cougar	351ci V-8	RAT-BZ1	D2DZ-G	After 12/1/71

Three Speed Overdrive Identification

YEAR/VEHICLE	ENGINE	I.D. NUMBER	PART NUMBER (7003)	SERVICE/REPLACEMENT & NOTES
'64 Full-Size	223ci Six	HEK-B or HEK-4A3-U-1	C4AR-U	
'64 Full-Size	289ci V-8	HEK-C	C4AR-V	
'64 Full-Size	390ci V-8	HEK-D	C4AR-T	
'64 Fairlane	260ci V-8	HEK-A or HEK-303-E-1	C30A-E	
'65 Full-Size	240ci Six	HEK-F	C5AR-J	
'65 Full-Size	240, 289	HEK-T	C5AR-U	
'65 Full-Size	289ci V-8	HEK-G	C5AR-K	
'65 Full-Size	390ci V-8	HEK-E	C5AR-H	
'65 Full-Size	390ci V-8	HEK-N	C5AR-S	
'65 Full-Size	390ci V-8	HEK-Y	C5AR-Z	
'65 Fairlane	289ci V-8	HEK-H	C5OR-E	Before 1/18/65
'65 Fairlane	289ci V-8	HEK-W	C5OR-M	1/18/65 to 3/1/65
'65 Fairlane	289ci V-8	HEK-X	C5OR-N	From 3/1/65
'66 Full-Size	240, 289	HEK-T	C5AR-U	
'66 Fairlane	289ci V-8	HEK-X	C5OR-N	
'67 Full-Size	240, 289	HEK-AF	C7AR-A	Before 11/1/66
'67 Full-Size	240, 289	HEK-AH	C7AR-B	After 11/1/66
'67 Fairlane	289ci V-8	HEK-X	C5OR-N	Before 11/1/66
'67 Fairlane	289ci V-8	HEK-AK	C6OR-H	After 11/1/66

Reprinted from The Desert Flyer, Arizona Chapter Newsletter; Editor Reba Schweitzer. Submitted by Wendel Schweitzer

Have a Tech Tip?
Send it to the Editor
at the address on page 2.

1960-63 Door Panels (Remove & Replace)

Perhaps you already know this, but I've had my Falcon for 30 years and just **found** this out a couple of years ago from a friend while I was bemoaning the fact that I broken one of mine while taking off the driver's side panel. Here's a step by step way of doing it without breaking anything (hopefully).

1. Remove the screws holding on the armrest (note the angle in which they come out-this helps when putting them back in the same hole).
 2. Remove the window crank with the tool that pushes out the horseshoe shaped clip. If you have never done this, the tool must push out the clip from the side of the crank hub which has the knob lever.
 3. Now you must disengage the clips from the front and rear of the door frame edge. Carefully pry outward using a broad tool such as a one inch putty knife. There should be at least two, and perhaps three at each side.
 4. Now, using a broom stick gently slide it behind the door panel rear to front at the mid point near the window crank hole. Pull both ends outward to bow the panel outwards enough to clear the window crank shaft. Now you (an assistant would be nice here) may slide the panel toward the rear while it is still in the tracks. Avoid the temptation to bow it enough to remove it that way! That is how you can break the panel, and in the worst case, rip the vinyl. Go slowly to avoid damaging anything. If you can, remove the clips from the panel. If the upholstery is stuck to the upper or lower track, you may break it loose with the putty knife, being careful not to tear the vinyl. It is best to use an old putty knife which has rounded edges and no sharp corners. It is also helpful to spray a soapy solution in the tracks before you start.
 5. After you have removed the panel, you may want to clean out the tracks with steel wool (if rusty) and lubricate them before putting it all back the way you found it.
 6. To put it all back together, simply reverse the procedure.
- Submitted by Phil Barber, Mason Dixon Chapter

September 8-9, 2006

Erie Canal Chapter and Ontario Chapter Regional Falcon Meet, Niagara Falls, NY. 1st Vehicle \$15, 2nd \$10, No Vehicle \$10, Swap Space \$5 before August 8, 2006. After August 8 add \$5 except \$3 for Swap Space. Meet T-shirts \$15, 2X & 3X \$17. Banquet \$30 adults, \$23 Children. Hotel: 716-285-2521, Four Points Sheridan, 114 Buffalo Ave., Niagara Falls, NY, USA, 14303. Mention Falcon Meet to receive special rate of \$69 per night. Rate good 3 days before and after. Make checks payable to Erie Canal Chapter and mail to Paul Zontek, 579 Colby Street, Spenceport, NY, 14559. For show info: Joe Tatti at 905-335-2834 or Cliff Blank at 585-768-6114.

September 10, 2006

34th Annual Ty-Rods Old Timer's Reunion. New location: Bolton Fairgrounds, Route 117, Lancaster, MA (4.5 miles west of Route 495 on Rt. 117). Parking \$3. Admission \$10., children under 12 free. 9:00 AM to late afternoon. Pre 1973 Hot Rods and Customs. Info: 978-357-3801 or tyrods_oldtimers@comcast.net. Application online: www.ty-rods.org.

September 10, 2006

10th Annual Fun Ford Sunday, Solano County Fairgrounds, Vallejo, CA. 10:00 AM to 3:00 PM for the show, gates open at 8:00 AM for exhibitors. Sponsor: Nor-Cal Ford Club Council. Exhibitor Fee: \$20 in advance, \$30.00 at the gate. Information: PO Box 6682, Concord, CA 94524-1682. <http://www.funfordsunday.com>. Phone: 925-825-2906. This is an interclub event open to all Ford, Lincolns, and Mercurys and the largest such event in northern California. About 500 cars expected.

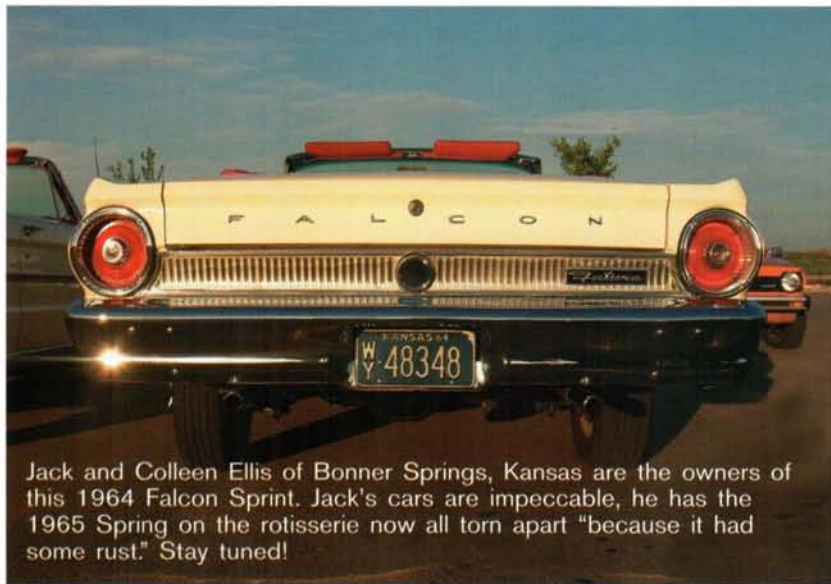
October 6-7, 2006

7th Carolinas Chapter Falcon Regional Meet & All Ford Show - Kannapolis Holiday Inn Express, 2491 Wonder Drive, Kannapolis, NC, 704-743-1080, 1-800-HOLIDAY. (Exit 60 on I-85) Room rate \$74.95, Suites \$84.95 (Mention Falcon Club). 1st Vehicle \$15, 2nd \$10, None \$10, Swap Spaces FREE, T-shirts \$12, XXL and XXXL \$13, Banquet \$10, under 10 FREE. Early birds registered before 9/01 eligible for prize. Valve cover races are also planned. Mail check made out to Carolinas Chapter to Russell Wright, 107 K-Line Road, Mathews, NC, 28104. Info: James Baxter ncfalcon@charter.net

October 20-21, 2006

Great Plains Fall 2006 Regional Meet hosted by Wheat State Chapter, Wichita, KS. Hotel: Four Points Sheraton Hotel, 5805 W. Kellogg Dr., Wichita, KS. 67209. Room rate \$73.00 + tax per night, which includes breakfast buffet. For reservations: 316-942-7911, ask for Sales, mention Wheat State Falcons Regional.

Mid America Chapter Profile



Jack and Colleen Ellis of Bonner Springs, Kansas are the owners of this 1964 Falcon Sprint. Jack's cars are impeccable, he has the 1965 Spring on the rotisserie now all torn apart "because it had some rust." Stay tuned!



Gary and Linda Crawford of Topeka, Kansas are new Chapter members. Their 1963 hardtop is very nice and made the trip to Nationals in Indianapolis just fine.



What's this doing in here?! Member Jim Willkerson's 1953 Chevrolet 5 window custom pickup was the next project after the Sprint. It's not a Falcon, but it's very nice!

The Mid America Chapter draws its members from the greater metropolitan Kansas City area and beyond! Some members come quite a distance to participate in Chapter activities and the Chapter welcomes them all.

After hosting the National Meet in 2004, the Chapter is focusing on cruises and club activities this year while gearing up for the Annual All Ford Show coming up in 2007.

On Friday, August 11, all current and former Chapter members, FCA members and Falcon owners in the area are invited to a Pool Party! Food and drinks will be provided by the Chapter. Details and directions can be found on their website, www.midamericafalcons.com.

President Phil Warren extends a warm welcome to all and everybody knows that Kansas City barbecue can't be beat! Come join the Mid America Chapter for this evening of Falcons and fun.



New members Rod and Pam Crawford live in Leawood, KS. Rod recently completed the restoration of this 1964 Falcon convertible and took it to Indianapolis for the Nationals. Rod says Pam "put up with a lot during the restoration."

Want to see your Chapter's Profile in *The National Falcon News*? Send some photos and a little bit about your members, events and cars to the Editor at the address on page 2.

Random Falcon Sightings



Rick Kenney of Excelsior Springs, Missouri is the owner of this super-custom 1964 Econoline, spotted at the All Truck National Meet last September in Riverside, Missouri.

Everything was customized in this truck, interior, exterior, all beautifully done!

Maybe he'll bring it to the Mid America Pool Party... Looks like he really knows how to party with this set-up! Come on down, Rick!

Have you spotted a random Falcon at an event, in another country or anywhere? Send photos and any information to the Editor at the address on page 2. And get them to join the FCA!



This woman (yes!) in a Chevy demonstrates the proper technique for a burnout.



Burnout contests are crazy, but you've got to admit they're kind of cool. Rick revs up the Econoline and does a very respectable burnout without destroying his truck (like some of the others did!)

Bubba's First Falcon

James "Bubba" Baxter

James "Bubba" Baxter, of Lincolnton, North Carolina sent these copies of photos of him with his first Falcon at age 15. Also seen in the photos is Joyce Baxter of the Carolinas Chapter. Bubba is the President of the Carolinas Chapter and Joyce produces their newsletter, where these first appeared.



The Happy Graduate



Joyce and James



James Dean Baxter



Mighty Bubba



Do you have photos of yourself with your first (or second or third) Falcon? Send them to the Editor at the address on page 2.

1960-1970 FALCON

Contact us for your Falcon parts.

We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake & suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.

Obsolete Ford

PARTS COMPANY

"The Old Reliable"



311 EAST WASHINGTON AVE. ♦ P.O. BOX 787

NASHVILLE, GEORGIA 31639 USA

Phone: 229-686-2470 Fax: 229-686-7125

♦ Orders Only: 800-933-6731

www.obsoletereliableparts.com

Falcon & Rancheros



**Woodburn
Dragstrip**



**TROPHIES
& RAFFLES**

CAR SHOW DRAG RACING

The Ford Fever Classic Car Show and Drag Races will be held again this year at the popular NHRA Drag Strip in Woodburn, Oregon. We will have a special display of some very rare "High-Performance" Fords for viewing. There will be a big Car Show, Drag Racing, Trophies and Raffles! All Ford models are invited to this years Car Show. Be There!

Sunday, August 20th. 2006

For questions or information call: (503)982-4461
OR GO TO: www.woodburndragstrip.com

Woodburn Dragstrip - HWY 219 - Woodburn, Oregon.
Take Exit 271, Then Go West 1.5 Miles....

Dick Brannan standing with his Ford Thunderbolt in 1964



Meet Racing Legend Dick Brannan!

Racing legend Dick Brannan was the first race car driver to take possession of the Ford Thunderbolt. He holds numerous records in Fairlane, Galaxie and Falcon

lightweight cars. His 1963 Galaxie 427 was the first Ford in history to hold an NHRA record in Super Stock Class. He was also a member of the elite Ford Drag Team. Meet Dick and share some racing history.



Dearborn Classics
PO BOX 7649, Dept. FCA, Bend OR 97708
www.dearbornclassics.com